

INFORMATION REPORT INFORMATION

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY Rumania

REPORT

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SUBJECT Miscellaneous Information on Rumania

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REFERENCES RD

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DATE OF INFO.

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three

reports containing information on the following:

a. ✓ Miscellaneous information on the town of Vaslui, Rumania. Included is a map of the town, with legend.

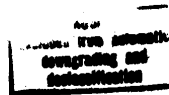
b. ✓ Narrow gauge railroad near Tirgu Jiu/and miscellaneous information on the area.

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c. ✓ Bridge construction in Rumania between 1948 and 1954.

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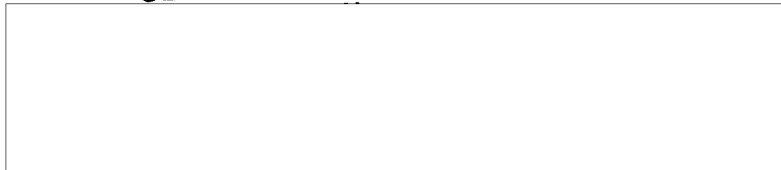
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)															

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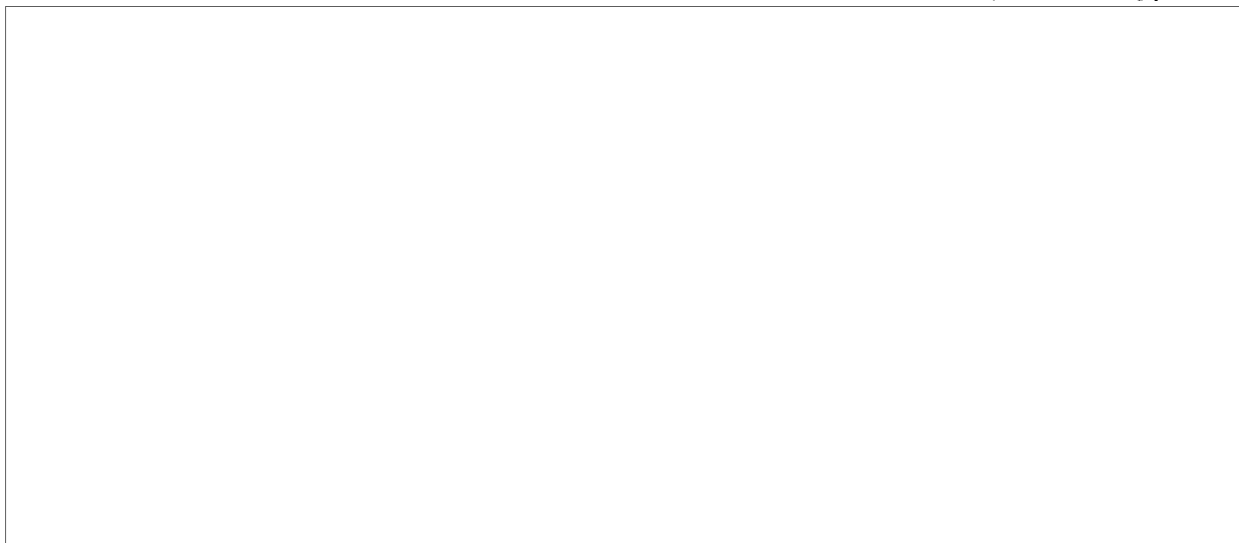
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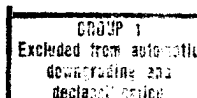
COUNTRY: Rumania

SUBJECT: Bridge Construction in Rumania between 1948 and 1954



1. Between 1948 and 1950 a reinforced concrete bridge, about seven meters wide and 20 meters long, was built across the Mianca River in the village of Sahateni [N 45-03, E 26-31]. The bridge has two sidewalks, each 75 centimeters wide, and a load capacity of 70 tons.
2. In approximately 1949 the bed of the Prahova River [N 44-43, E 26-27] was diverted; the river no longer traverses Puchenii village [Puchenii Mari, N 44-49, E 26-05] but continues straight to a previously existing bridge and thence northward. The bridge was left unchanged.
3. A concrete bridge, seven meters wide and 15 meters long, with two sidewalks 75 centimeters wide and a 60-ton load capacity, was constructed in 1949

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across a small stream in Posada village [N 45-17, E 25-38].

4. In 1949 and 1950 the metal bridge over the Cricovul-Sarat stream in Albesti village [presumably Albesti-Muru, N 44-57, E 26-12] was repaired. It is seven meters wide and 25 to 30 meters long with two 75-centimeter sidewalks and a 60-ton load capacity.
5. In 1950 the construction was planned of a bridge over the Rimnic River at the southwest entrance to Rimnicul Sarat [N 45-23, E 27-03]. It was to be seven meters wide and 130 meters long, with two 75-centimeter sidewalks and a 60-ton load capacity.

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6. All the bridges along the Falticeni [N 47-27, E 26-18] - Dolhasca [N 47-26, E 26-36] - Lespezi [N 47-22, E 26-42] road were repaired in 1950.
7. Between 1950 and 1954 all the bridges were reconstructed along the Dej [N 47-09, E 23-52] - Baia Mare [N 47-40, E 23-35] - Sighet [N 47-56, E 23-53] road, which had become a main highway during that period:
 - a. A reinforced concrete bridge, seven meters wide and 100 meters long, with two 7.5-centimeter sidewalks and a 60-ton load capacity, was constructed across the Somesul Mare River [N 47-09, E 23-55], east of the main road from the Dej railroad station and the central city square.
 - b. Concrete bridges, each seven meters wide and 10 to 15 meters long, with two 7.5-centimeter sidewalks, were built near Casei [N 47-11, E 23-52] over the Salatruc stream, about seven kilometers northwest of Dej; in Capilna [N 47-15, E 23-44] over the Capilna stream; in Gilgau [N 47-17, E 23-43] over the Gilgau

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stream; near Glod [N 47-17, E 23-39] over Glod stream about seven kilometers south of Ileanda [N 47-20, E 23-38]; in Valea Chioarului [N 47-26, E 23-29] across the stream of the same name; across a stream in Bucium [N 47-28, E 23-29]; and across a stream in Satulung [N 47-34, E 23-26].

- c. A bridge, seven meters wide and 50 meters long, with two 7.5-centimeter sidewalks and a 60-ton load capacity, was built across the Lapusi River in Lapusel [N 47-37, E 23-29].
 - d. A bridge, about seven meters wide and 10 meters long, with two 7.5-centimeter sidewalks, was constructed over the railroad tracks in Baia Mare.
 - e. Concrete bridges 25 meters long were built in Cracesti [N 47-45, E 23-50] and Giulesti [N 47-49, E 23-56].
 - f. A concrete bridge 30 meters long was constructed over the Mara River [N 47-51, E 23-56] in Berbelesti [sic] (presumably Berbesti, at the same coordinates).
 - g. A concrete bridge about 45 meters long was constructed across the Iza River in Vad [N 47-53, E 23-57]. The existing old metal bridge was not dismantled.
8. The construction of bridges, 50 to 60 meters long and of the standard width was planned over the tributaries on the northeast side of the Bistrita River at Buhalnita [N 47-01, E 26-04], Hangu [N 47-03, E 26-02], Bistricioara [N 47-03, E 25-55], Poiana Teiului [N 47-06, E 25-58], and Galu [N 47-08, E 25-54]. Each bridge will have a load capacity of 60 tons.

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9. Bridges were built along the Reghin [N 46-46, E 24-42] - Deda [N 46-56, E 24-54] - Toplita [N 46-55, E 25-20] - Borseac [N 46-57, E 25-34] - Ceahlau [N 47-03, E 25-58] road at the following places: Corbu [N 46-59, E 25-42], a 25 meter-long bridge; Toplita, a 25 meter-long bridge; Lunca Bradului [N 46-57, E 25-06], a 12 meter-long bridge; Rastolita [N 46-59, E 25-02], a 12 to 15 meter-long bridge; and Beclean [N 47-11, E 24-11], an 80 meter-long bridge across the Somesul Mare River.
10. A bridge, 105 meters long, was constructed across the Lotru River at its confluence with the Olt River, about four kilometers east of Brezoiu village [N 45-21, E 24-15].
11. Between 1952 and 1954, when oil drilling was carried out in Berca village [N 45-17, E 26-41], a bridge 120 meters long was constructed across the Berca River near the village.
12. Railroad overpasses, each 10 meters long were constructed at Urziceni [N 44-43, E 26-38], Golesti [N 45-40, E 27-08], and Marasesti [N 45-53, E 27-14].

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SECRET**COUNTRY : Rumania****SUBJECT : Description and Town Map of Vaslui**

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1. In early 1961 the town of Vaslui [M46-38, E27-447], a district capital in Iasi Province, had over 20,000 inhabitants. Most of the population was engaged in agriculture or worked in the local light industries. When agriculture in the area was collectivized in January 1961, all the town's farmers were forced to join the collectives.
2. The town's major industrial enterprises were the following:
 - a. The Filimon Sirbu Hemp Processing Factory, which employed some 300 workers in one shift;
 - b. The Grul flour mill, which also employed about 300 workers, but operated on a three shift basis;
 - c. A flour mill and oil press, which employed approximately 150 workers in three shifts;
 - d. A mechanical carpentry shop, which employed some 150 workers and manufactured a wide range of products, including boxes and furniture;
 - e. The Vasile Rosita Machine Shop and Smithy, which employed about 100 workers.
3. The town's water supply, sewerage and electrical systems were well laid out and functioned properly, with breakdowns occurring very rarely.

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Water was drawn from a number of wells located in the outskirts of the town, and the sewage was disposed of in the Vaslui River, which flowed near the town. Vaslui was not connected to the national electric grid, but received its current from the local power station, which was equipped with four diesel generators: the main generator (1000 horsepower) and three other generators (120, 300 and 500 horsepower, respectively). The main generator worked around the clock, and the others operated intermittently.

4. The town had no urban transportation system. It was connected to other centers in the vicinity by IRTA buses [buses of the District Transport Company], two buses travelling to and from Iasi daily, and by trains which passed through the town (six passenger trains daily).
5. Attached is a town map, with legend, of Vaslui.

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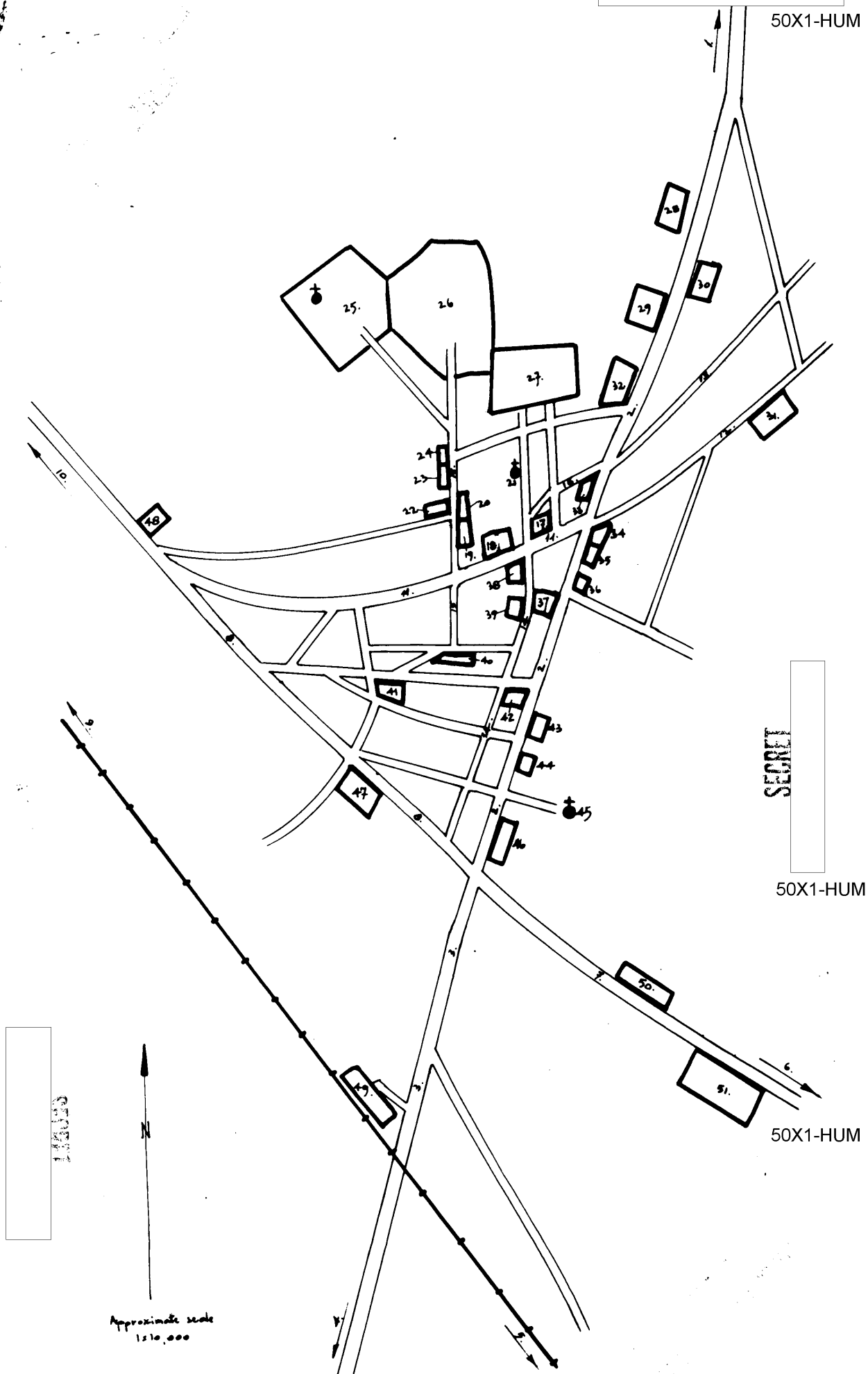
Legend

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1. To Iasi
2. Calea Stefan cel Mare
3. Calea Republicii
4. To Pungesti
5. To Gara Grasna
6. To Birlad
7. Calea Birladului
8. Strada Traian
9. To Boiteni
10. To Stefan cel Mare Village
11. Strada Calugareni
12. Strada Gheorghe Lazar
13. Strada Musului
14. Strada Filimon Sirbu
15. Strada Mihail Kogalniceanu
16. Strada Hagi Kiriak
17. Park
18. District council, municipal council, Communist Party and Union of Working Youth (UTM) offices, and Civil Defense Headquarters
19. Fire station
20. Secondary school
21. Church
22. Recruiting office
23. Securitate office
24. School for the deaf and dumb

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25. Cemetery and church
26. Copou Park
27. Artillery unit's barracks
28. Tuberculosis Hospital
29. Grind flour mill
30. Carpentry shop
31. Teachers' college
32. Vasile Roaita Machine Shop and Smithy
33. Gasoline station
34. Café and restaurant
35. Post office, telephone exchange and telegraph office
36. I. G. Frimu Movie Theater
37. Law court and prosecutor's office
38. Department store (Magasin Universal)
39. Militia station
40. Cultural center and library (formerly the offices of the municipal council)
41. Power station
42. State Bank branch
43. Armed forces club (Casa Armatei)
44. Secondary school
45. Church of Stefan cel Mare
46. Clinic and blood bank
47. Hospital
48. Flour mill
49. Railroad station
50. Flour mill and oil press
51. Filimon Sirbu Hemp Processing Factory



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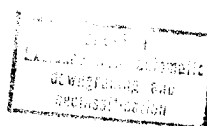
SUBJECT: The Narrow Gauge Rail Line near Tirgu
Jiu and Miscellaneous Information on the
Area

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1. During 1955-1956, a narrow gauge (760-millimeter) rail line was laid in the vicinity of Tirgu Jiu to facilitate the transport of lumber in the area. The route of the line ran along the village of Preajba (north of Tirgu Jiu), by the small railroad station northwest of the central Tirgu Jiu station, over the bridge spanning the Jiul River, over the bridge spanning the Susita River, along the village of Birlesti, over another bridge spanning the Susita River, to the right of the village of Polata, to the left of the villages of Ursati, Ursatei, Fatesti, and Suseni, to the right of the village of Valati, to Vulcan mountain, and along the mountain for a distance of 12 kilometers. The bridge over the Jiul River was a reinforced concrete structure about 100 meters long and with five 20-meter spans, while the first bridge over the Susita River,

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i. e. the bridge near Birlești, was a reinforced concrete train and vehicular bridge about 48 meters long and with three 16-meter spans. The other bridge over the Susita River was a 13-meter-long structure of reinforced concrete.

2. There were two branch lines off the main one: the first branch line began at a point eight kilometers before the first bridge over the Susita and continued to Cornesti, Bradiceni, Bilita, and Tismana. The second branch line began at Bradiceni (or Bistrita) and continued for a distance of about 10 kilometers toward the Bilitsoara River



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3. The Budieni-^{Capaci}Clasa-Carbunesti-Tirgu^{Jiu} railroad line was extremely weak and in constant need of repair.

4. A military airfield for fighter aircraft (no details) was located at the village of Stanesti, north of Tirgu Jiu.

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